Setting up of coach factory

523. SHRI C. PERUMAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether sufficient number of coaches are produced in the country to meet the demand;

(b) if not, whether is it proposed to set up a coach factory to augment the production of coaches to meet the demand;

(c) if so, the details thereof; and

(d) if not, the reasons therefore?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) to (d) The coach manufacturing capacity available both in the Railway's own production units as also in the Public/Private Sector units is adequate to meet the Railway's current requirements. To meet the anticipated increase in requirement of coaches, works have been sanctioned for expansion of the existing capacities of Integral Coach Factory (ICF) and Rail Coach Factory (RCF). The issue of further augmentation of manufacturing capacity, in the country, is presently under examination.

Jammu-Srinagar rail link

524. SHRI RAJEEV SHUKLA: Will the Minister of RAILWAYS be pleased to state:

(a) by when Government propose to launch direct rail link to Srinagar from Jammu;

(b) whether Government apprehends any security threats to the Jammu-Srinagar rail link in view of large number of sensitive bridges and tunnels involved in the link; and

(c) if so, the details of any proposal to minimize the security risks as above?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Railways have planned to launch direct rail link to Srinagar from Jammu by 2008-09.

(b) and (c) Yes, Sir. To minimize security risk, deployment of security along the section, at tunnels, bridges and at station buildings round the clock has been planned.

Vacancies in Railways

525. SHRI LALIT SURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a large number of vacancies in railways, particularly in the operational and security areas, which affects the efficiency in the functioning of the railways;

(b) the number of the sanctioned and actual posts in various cadres from the lowest level of operational staff upto the level of Zonal General Manager, zone-wise as on the 1st April, 2006; and

(c) the specific steps proposed to be taken to fill the vacancies of the operational staff, so as, the ensure that efficiency does not suffer?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Arising of vacancies is a continuous process due to normal retirements and other than normal retirements. Hence it is invariable that any large organization will have vacancies at any point of time. However, by employing optimum number of staff, adopting new technologies emphasis on efficiency and safe running of trains is maintained so that the desired quality of output is achieved.

(b) The approximate sanctioned strength, on-roll strength of Group A', 'B' 'C and 'D' employees, which includes operational staff, zone-wise are as under:-

Railway	Sanctioned strength as on 01. 04. 2006		On-roll strength as on 01.04.2006	
	Group 'C	Group 'D'	Group 'C	Group 'D'
CR	88380	44926	78491	43216
ER	94408	47467	83584	46058
ECR	54581	40041	46200	36059
ECOR	30272	21231	24458	19230
NR	111195	64956	96990	61942
NC	46675	31652	39249	33200
NER	41604	25102	36764	25731